

# Our Places

## Hutt Street Revitalisation

CEO Briefing  
21 October 2025

Program: Infrastructure

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Approving Officer: Tom McCready, Director City Infrastructure

# Hutt Street Revitalisation

## Key Question



### KEY QUESTION

We are seeking Council Members' views on the information and options presented to guide the Administration in finalising a design for the Hutt Street Main Street Revitalisation Project?

# Hutt Street Revitalisation

## Briefing agenda



### Briefing Objectives

- Present information on the Hutt Street Revitalisation project to facilitate informed and strategic decision-making.
- To provide opportunity for discussion and feedback from Councillors to shape the next steps of the project.

Agenda	Presenter
1. Hutt Street journey so far and strategic context	Tom McCready Director, City Infrastructure (CoA)
2. Overview of master planning and engagement	
3. Concept Development Options consultation outcomes	Anna Deller-Coombs, URPS
4. Economic impact assessment methodology and conclusions	Phill Hudson, Hudson Howells
5. Design presentation	Adrian Gray Manager, Design and Technical Services (CoA)
6. Draft budget and cost	Tom McCready
7. Next steps	
8. Discussion and feedback	Council Members

# Hutt Street Revitalisation

## A main street journey



**2020**

Main Streets Revitalisation launched

**2021**

Place Coordinator appointed for targeted data gathering and stakeholder engagement to inform vision and master planning

December: Draft Hutt Street Master Plan

**2022**

April: Community consultation on design vision and principles

**2023**

Budget allocated for Hutt Street

**2024**

August: Concept Plan presented to Council

November: Car Parking Review (5 options)

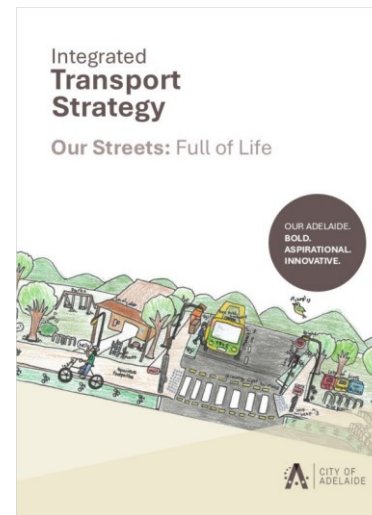
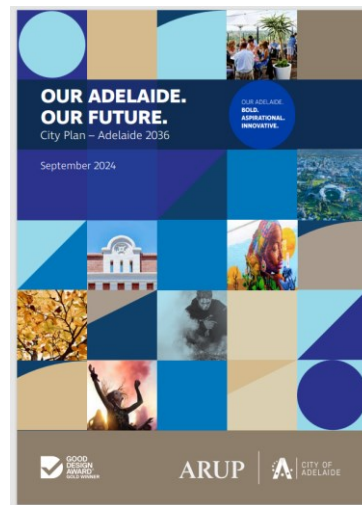
**2025**

Feb/March: Concept Development Options Consultation



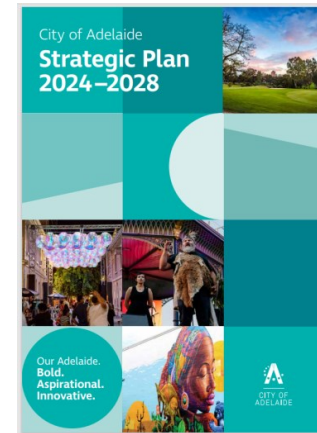
# Hutt Street Revitalisation

## Delivering on the strategies for our city



# Hutt Street Revitalisation Strategic Plan 2024-2028

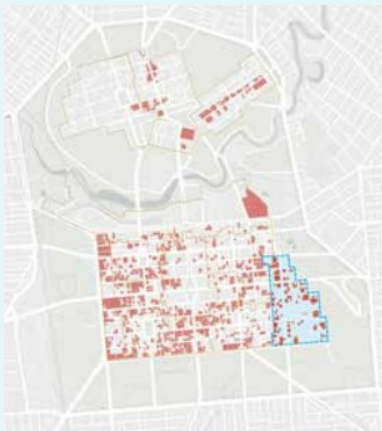
- **The Strategic Plan 2024-2028 was endorsed by Council on 12 December 2023.**
- Guide Council's work over the next four years to deliver the vision for Adelaide and achieve long-term goals across the economy, the environment and throughout community.
- **Strategic directions:**
  - ✓ Guide where residential growth should occur, complemented by revitalisation of our streets and precincts.
  - ✓ Promote social connectivity by making sure streets are lively and accessible and putting people and nature first in the design of public spaces.
  - ✓ Our Places: Interesting, Purposeful and Safe



Outcomes	Key Actions	Indicator of Success/Measures/Targets
Community assets are adaptable and responsibly maintained	Deliver quality street and laneway upgrades, mainstreets, precincts, and neighbourhood revitalisation and improvements that make Adelaide well-designed, safe and unique.	Commence the design of the Hutt Street upgrade project by 2024/2025.

# Hutt Street Revitalisation City Plan – Adelaide 2036

## Local Area 11: Hutt Street



■ Sites with development potential

Existing Population **2,406** people

15 year Growth Horizon **4,400 - 5,400**

**9.5%**  
of City Growth

**105.3**  
people per hectare

- **City Plan endorsed by Council on 10 September 2024.**
- Urban design framework to guide planning for growth within the City of Adelaide to achieve a target population of 50,000 residents by 2036.
- **Strategic directions:**
  - ✓ Coordinated planning for growth.
  - ✓ Articulate what the city and its different spatial areas could become.
  - ✓ Proactively plan for sustainable growth and change.
  - ✓ Well-connected and efficient transportation network, with a focus on mode shift to active transport and greater transport diversity.



# Hutt Street Revitalisation

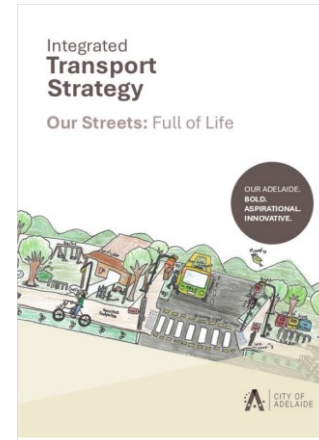
## Integrated Transport Strategy

- **Integrated Transport Strategy endorsed by Council on 22 July 2025.**
- Underpinned by the Healthy Streets Approach aimed at making streets safer, more welcoming and easier for everyone to use.



### Strategic directions:

- ✓ Embrace bold, transformative policies, shaping a future where our streets are full of life.
- ✓ Create places where people can connect, businesses can thrive, and movement is safe, sustainable and equitable for all.
- ✓ Ensure that transport infrastructure supports increasing population growth and development within the city.
- ✓ Foster stronger connections between transport, place-making and community wellbeing.





- **The Adelaide Economic Development Agency (AEDA) Strategic Plan FY2024/25 – 2028/29 was endorsed by the AEDA Board in October 2024 and noted by Council on 26 November 2024.**
- The AEDA Strategic Plan aligns with and indicates how the Agency will deliver on key strategies of the City of Adelaide. This is namely Council's Strategic Plan and Economic Development Strategy.
- **Strategic Alignment:**
  - ✓ Promote and develop mainstreet precincts as commercial hubs of economic, cultural and social significance.
  - ✓ *30 Year Plan for Greater Adelaide*: ...pedestrian friendly streets will support universal access and be safe to walk at any time, both and night; and
    - ✓ Policy 17: Reinforce the special character of the main streets of Gouger, Hindley, Rundle and Hutt Streets through contextual design responses that increase activity and vibrancy whilst also preserving the elements that make these places special.



# Hutt Street Revitalisation

## Master planning – community engagement

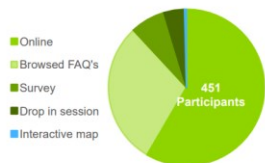
- Engagement through the Place Model approach was the foundation of the Master Planning for Hutt Street.
- Community engagement and feedback informed the vision, objectives and design principles for the concept design.
- In February - April 2022, outcomes of feedback and prioritisation of principles and themes was shared with community and subsequently reported to the Strategic Discussion Forum on 17 May 2022 as part of the Main street concept design update.



### Main Streets Revitalisation Community Feedback – Hutt Street

#### Vision

Hutt Street's leafy green streetscape, historic village charm with an exciting variety of commercial, dining and social experiences ensure it is the pride of its growing community and a popular destination for locals and visitors alike.



#### Principles (ranked in order of importance)

1	Community and village feel
2	Enhance amenity, green space and connections
3	Embrace culture and music
4	Celebrate Heritage



#### Themes (ranked in order of importance)

1	Welcoming, accessible and comfortable
2	Reinforce existing leafy street and historic village charm
3	Equity for pedestrians and vehicles
4	Create a new public heart and provide unique experiences
5	Opportunities for public art and activation

Strategic Discussion Forum, Tuesday 17 May 2022: Agenda Report Pack  
- Item 4.3 – Main Streets Revitalisation – Concept Designs for Hindley Street, Hutt Street and Melbourne Street

## Vision

*Hutt Street's leafy green streetscape, historic village charm with an exciting variety of commercial, dining and social experiences ensure it is the pride of its growing community and a popular destination for locals and visitors alike.*

## Design principles



**Provide a well-planned street** that is welcoming, accessible and comfortable, that balances the needs of businesses, residents, and visitors using all modes of transport and contributes to our wellbeing and sustainability goals.



**Celebrate and reinforce the existing leafy green streetscape and historic village charm.**



**Establish a business and retail identity** with a diverse offering to increase its popularity as a destination for locals and visitors.



**Rationalise the reallocation of public space from vehicle use** (parking and traffic lanes), to achieve a more equitable allocation of public space and a good balance between transport modes, trees/landscaping, outdoor dining opportunities, to support businesses and enhance social interactions, and provide safer movement.



**Create a new public 'heart'** as the epicentre and provide unique experiences ensuring a robust local community.



**Public art opportunities, activation and improved amenity** to support businesses and enhance the visitor experience, driving future investment and economic uplift.

Draft Master Plan for Hutt Street, December 2021

### Main Strategic Objective:

#### **Our Places**

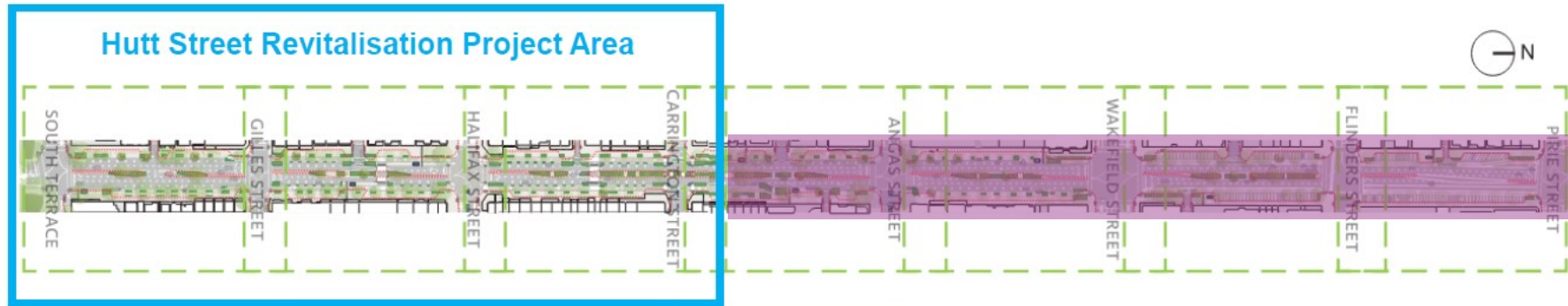
**Interesting, purposeful and safe**

*Facilitate and activate our places in a safe and accessible way for our community*

### Benefits

- Provide a well-planned street that is welcoming, accessible and comfortable, that balances the needs of businesses, residents, and visitors using all modes of transport and contributes to our wellbeing and sustainability goals.
- Precinct activation and economic development.

## Hutt Street Revitalisation scope



### Hutt Street Revitalisation Scope:

Upgrade of streetscape and renewal of key infrastructure assets, including road surface, stormwater, public lighting, footpath and kerb and water table.

### Asset Renewal – between Carrington Street and Pirie Street:

Asset renewal in the northern section of Hutt Street will be undertaken as per the Asset Management Plan. The road surface and small sections of existing stormwater will require renewal within approximately 5 years. Other assets such as footpaths, kerb and water table, lighting and electrical and traffic signals have been assessed to be in good-fair condition, with renewals forecast beyond the 10-year planning horizon of their respective asset management plans.



# Concept Development Options – consultation and engagement

## Why did we consult with community?

On 26 November 2024, Council resolved that it:

1. *Approved for the purposes of public consultation:*
  - 1.1 *Option A (Existing conditions – footpath option only); and*
  - 1.2 *Option B (Renewal with 60-degree angle parking) and*
  - 1.3 *Option C (Renewal with 45-degree angle parking) and*
  - 1.4 *Option D (Current Concept (interpeak parallel) and*
  - 1.5 *Option E (Combined 45-degree angle parking).*

*As presented on the 19 November 2024 within the Hutt Street Revitalisation Project (Car Parking Review) Workshop and contained within Attachment A to Item 7.1 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 19 November 2024.*

## What governs the way we consult?

The *City of Adelaide Act 1998* (the *Act*), the City of Adelaide Community Engagement Charter and Draft Community Engagement Policy (2025) set out the framework and requirements for how we consult with our community.

The *Act* defines the City of Adelaide community as including all people who live, work, study or conduct business in, or who visit, use or enjoy the services, facilities and public places of, the City of Adelaide.

**Attachment A** - The Hutt Street – Main Street Revitalisation Concept Development Options Engagement Summary report

# How engagement was promoted

- Our Adelaide
  - Promoted via Our Adelaide Newsletter to subscriber base (11,672 recipients with **4,337** opened)
- Fact Sheet
  - Letter box dropped to **3,375** properties on/in proximity to Hutt Street
  - Posted to **2,295** owners of property on/in proximity to Hutt Street
- Social media
  - 8 posts; **5,950** impressions; 15% engagement (which is 5x the Facebook average) on organic socials; **330,887** impressions on paid socials.
- Street signage
  - **40x** A2 corflute posters attached to **all bins** along Hutt Street from South Terrace to Bartels Road
- Posters and postcards
  - **40** posters distributed by hand to businesses and commercial premises on Hutt Street
  - **~300** postcards distributed by hand to businesses and commercial premises on Hutt Street
  - Posters distributed to **all** City of Adelaide community centres and libraries
- Business forum invitation
  - Distributed by hand (A4 invitation letter) to **129** businesses and commercial premises on Hutt Street (53 received directly, 76 left at premises). Invitation via email sent to 74 Hutt Street businesses (in addition to hard copy letter drop) by CoA Place Partner.
- Stakeholder workshop invitation
  - Email invitation sent to **35** stakeholders, also included link to Our Adelaide page and survey should they not be able to participate in the workshop.

# Hutt Street Revitalisation

## Engagement methodology

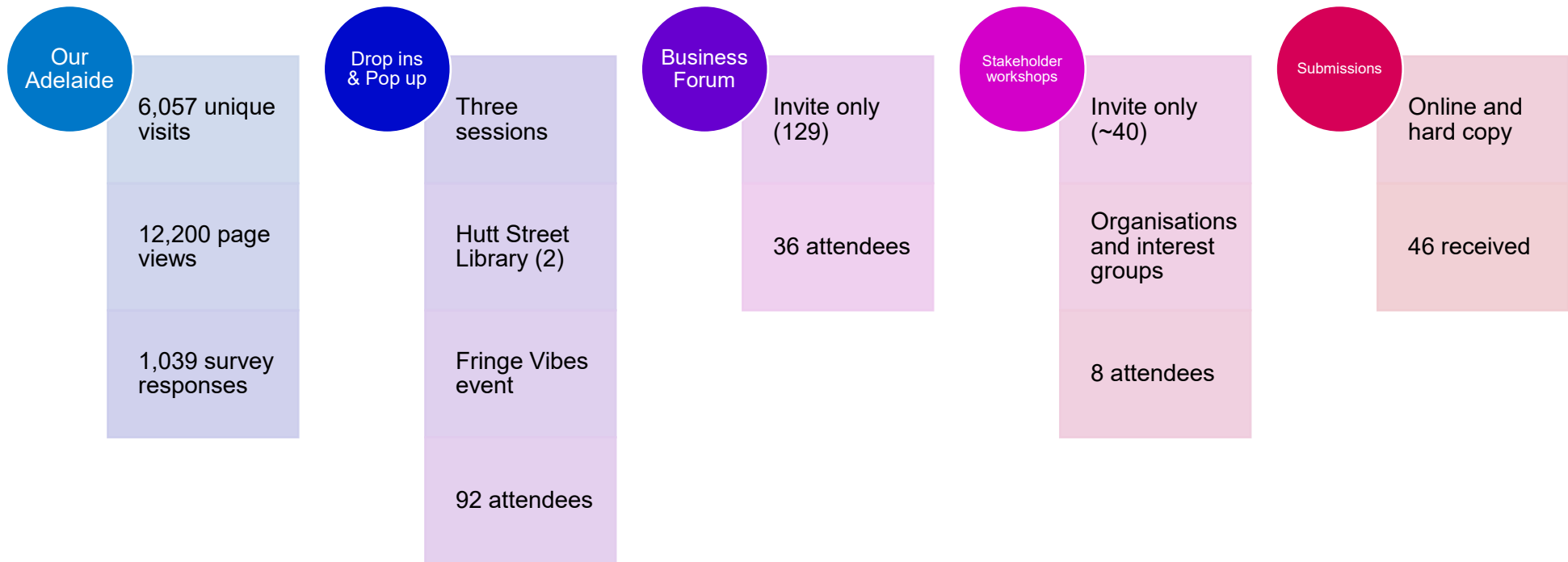


### How we shared information and received feedback

	Audience		Delivery method	
	Community	Stakeholder	Online	In person
Our Adelaide page and survey	✓	✓	✓	
Fact sheet	✓	✓	✓	✓
Drop-in sessions x2	✓	✓		✓
Pop up and Fringe vibes	✓	✓		✓
Business Forum		✓		✓
Stakeholder workshop		✓		✓
Written submissions	✓	✓	✓ (online submission)	✓ (hard copy submission)
Phone and email points of contact	✓	✓	✓ (email)	✓ (phone)

# Hutt Street Revitalisation

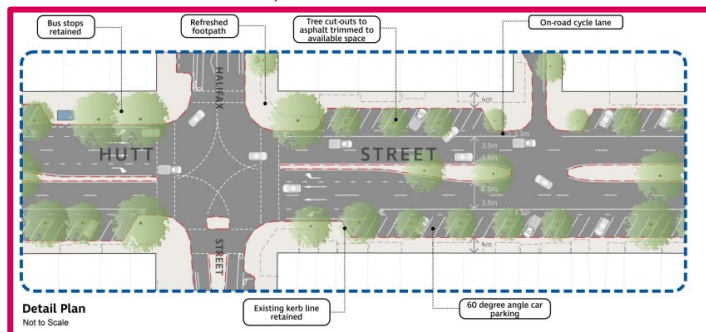
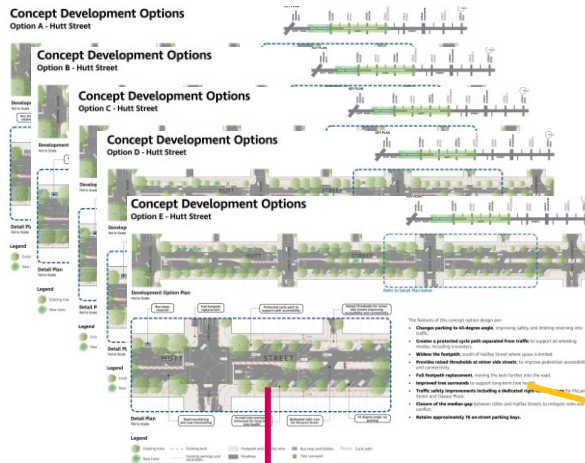
## Participation rates





# Hutt Street Revitalisation

## What we engaged on



*Imagine Hutt Street in 10 years – what is most important to you?*

*How do you see yourself using Hutt Street in the future?*

*What is your top/second priority for the future of Hutt Street?*

The features of this concept design are:

- **Retains the existing 60-degree angle parking layout**, maximising the provision of parking but not complying with the current Australian Standards.
- **Provides high parking convenience**, with many spaces located directly in front of destinations.
- **No changes to footpath width**, cycle lane, or parking approach.
- **Targeted footpath maintenance** of existing footpath to enhance the pedestrian experience.
- **Minimal enhancement to street tree surrounds**, due to limited space.
- **Retains approximately 132 on-street parking bays.**

**Option D was the clear preference across all respondent categories**  
including residents, ratepayers, and business owners in the South-East precinct.  
Option A was the second most popular option.

Feedback from community on what they liked about Option D and Option A:

### **Option D**

- Protected and separated bike lanes
- Wider footpaths
- Greater opportunity for outdoor dining and activation
- Renewing the street and creating more opportunities for business

### **Option A**

- Retaining parking
- Easy access to shops/services
- Retaining existing character
- Fixing footpaths



## **Support for streetscape improvements**

Such as better lighting, shade, public art, and green spaces to create a welcoming and vibrant precinct.



## **The village feel of Hutt Street is valued and should be retained**

Easy access, choice of shops, cafes and services is important. It is a hub for the community.



## **Parking emerged as the most topical issue**

Strong support for retaining on-street parking and concerns about the impact of its removal on local businesses.



## **Mixed views on cycling**

Improving safety and access for cyclists was supported by some. Others suggested alternative routes.

## Why was an economic impact assessment undertaken?

- To comply with Council's obligations under Section 48 of the *Local Government Act 1999* to develop and maintain prudential management policies, practices and procedures for the assessment of projects. This includes analysing the expected contribution of the project to the economic development of the local area and the impact that the project may have on businesses carried out in the area (refer Part 3, Section 48, Clause (aa1) and (2) (c))
- Provide information for decision making on expected long term economic outcomes
- Determine the potential for increased investment and how the upgrade can attract more commercial development
- Identify and analyse impacts to support better planning during construction
- Examine the project's strategic alignment and contribution to broader economic development strategy outcomes such as population and job growth and creation of a sustainable local economy.

**Attachment B** - The Hutt Street Revitalisation - Economic Impact & Benefit Cost Assessment – June 2025 report



## Benefits incorporated into the economic impact and benefit cost assessment

- **Increased business activity:** Attract existing visitors to precinct to spend more, and more visitors and shoppers, leading to increased foot traffic and consumer spending. This boosts local economy and supports the sustainability and growth of existing businesses.
- **Job creation and employment opportunities:** Economic growth driven by revitalisation leads to job creation and expanded employment opportunities both directly and indirectly resulting in spend of salaries/wages.
- **Business diversification and entrepreneurship:** Attracts new businesses and entrepreneurs looking to capitalise on the improved environment.
- **Attraction of investment and development:** Upgraded environment acts as a catalyst for private investment and development projects.
- **Increased local spending and circulation of wealth:** Thriving streets encourage residents to shop locally. Local spending within the community circulates wealth within the local economy, creating a multiplier effect.
- **Partnership opportunities:** Revitalised streets open doors for partnerships and collaborations between local businesses. Joint promotional and marketing initiatives can be developed to attract visitors/tourists and encourage longer stays.

*Expected benefits to be realised are based on analysis of case studies of main street revitalisations/upgrades and the outputs of the Hudson Howells' Input Output Model for South Australia.*

## Executive Summary

								Option D	Option A	Do Nothing
<b>Costs</b>										
Project Capital Costs								\$29,214,648	\$701,674	\$0
Potential Reduced Business Activity During Construction								\$2,965,115	\$1,482,557	\$0
<b>Benefits</b>										
Construction Contribution to Gross State Product								\$30,850,668	\$740,968	\$0
Construction FTE Jobs Supported								198.51	4.77	0.00
Additional Business Revenue Per Annum - Existing Visitors								\$5,930,230	\$0	-\$794,651
Additional Business Revenue Per Annum - New Visitors								\$593,023	\$0	\$0
Total Additional Business Revenue Per Annum								\$6,523,253	\$0	-\$794,651
Additional Visitor Spending (New and Existing Visitors) Contribution to Gross State Product Per Annum								\$8,715,066	\$0	-\$1,061,653
Additional Visitor Spending (New and Existing Visitors) FTE Jobs Supported Per Annum								90.17	0.00	-10.98
Shadow Area Property Value Uplift								\$1,598,995	\$0	\$0
<b>Community 30 Year NPV and BCR</b>										
Community 30 Year Net Present Value of Benefits								\$183,089,368	\$740,968	-\$18,358,146
Community 30 Year Net Present Value of Costs								\$32,179,763	\$2,184,231	\$0
Community 30 Year Net Present Value of Costs and Benefits (NPVCB)								\$150,909,605	-\$1,443,263	-\$18,358,146
Community 30 Year Benefit Cost Ratio (Total NPV Benefits/Total NPV Costs)								5.69	0.34	N/A

### Benefit Cost Ratio (BCR)

Compares the present value of all benefits expected from project to the present value of the costs.  
A BCR greater than 1.0 indicates that the project is expected to generate more benefits than it costs.

## Economic Impact and Benefit Cost Assessment conclusions

- A **revitalisation that delivers an upgraded main street** is expected to provide both community based and state benefits through a boost to local business activity, creation of job opportunities, attraction of new business and investment and increased local spending.
- The **'do nothing'** (ongoing maintenance to required level of service) may result in Hutt Street facing economic decline, infrastructure deterioration, and reduced community engagement.
- Delivery of **Option A** (footpath repair) is expected to provide a very low level of economic return and will not achieve the typical expected economic benefits of a main street revitalisation.
- **Option D** delivers the highest Benefit Cost Ratio (5.69) and Community Net Present Value (\$150.5 million over 30 years).

# Hutt Street Revitalisation

## Design vision & principles

### Vision:

Hutt Street's leafy green streetscape, historic village charm with an exciting variety of commercial, dining and social experiences ensure it is the pride of its growing community and a popular destination for locals and visitors alike.

### Design Principles:



#### Accessibility & Sustainability

Provide a well-planned street that is welcoming, accessible and comfortable, that balances the needs of businesses, residents, and visitors using all modes of transport and contributes to our wellbeing and sustainability goals.



#### Cultural Significance & Amenity

Celebrate and reinforce the existing leafy green streetscape and historic village charm.



#### Multi-modal Transport and Connectivity

Rationalise the reallocation of public space from vehicle use (parking and traffic lanes), to achieve a more equitable allocation of public space and a good balance between transport modes, trees/landscaping, outdoor dining opportunities, to support businesses and enhance social interactions, and provide safer movement.



#### Public Heart & Community

Create a new public 'heart' as the epicentre and provide unique experiences ensuring a robust local community.



#### Public Art & Activation

Public art opportunities, activation and improved amenity to support businesses and enhance the visitor experience, driving future investment and economic uplift.



#### Destination & Economic Vitality

Establish a business and retail identity with a diverse offering to increase its popularity as a destination for locals and visitors.

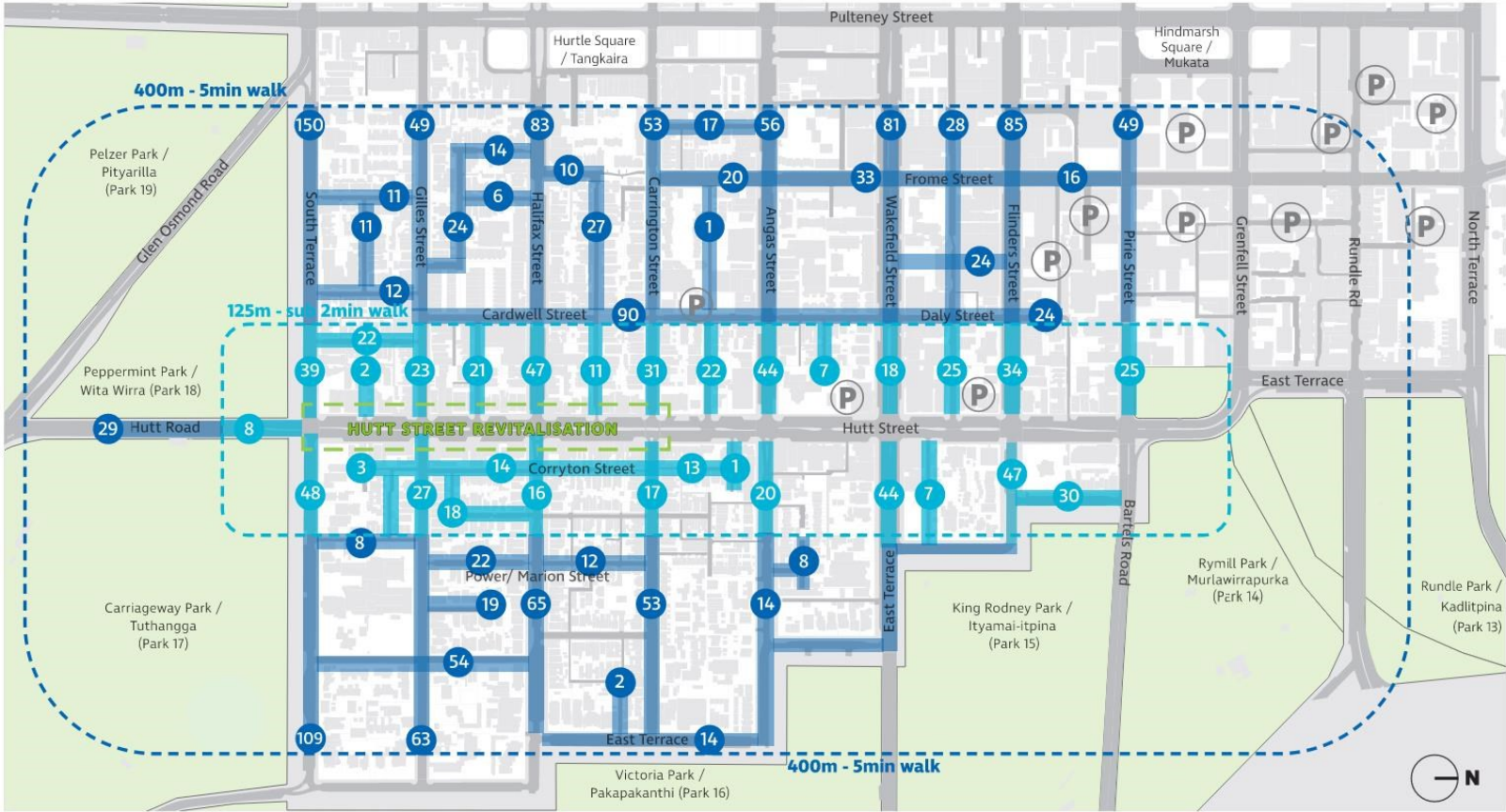


# Precinct Car Parking Map

## Hutt Street

- Car parking along Hutt Street is supplemented by on-street parking in the surrounding streets which is timed, largely unticketed and doesn't require a permit during business hours.
- Outside of business hours, demand for parking rebalances as city workers leave the area, residents return home, and patrons arrive at evening hospitality venues located predominantly within the southern sector of Hutt Street.
- Parking controls are intended to respond to the parking demands of the street and precinct across week days and the weekend. They are reviewed to assess how effectively they are operating and adjusted as required.

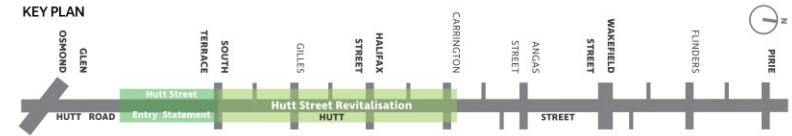
Reissued November 2024



- P** Off-street car park (paid parking)
- Total 2130 on-street precinct parking opportunities
- #** 684 on-street car parking spaces within 125m (sub 2min walk) catchment of Hutt Street, excluding residential permit only, and motorcycle.
- #** 1446 on-street car parking spaces within 125 - 400m (5min walk) catchment of Hutt Street, excluding residential permit only, and motorcycle.

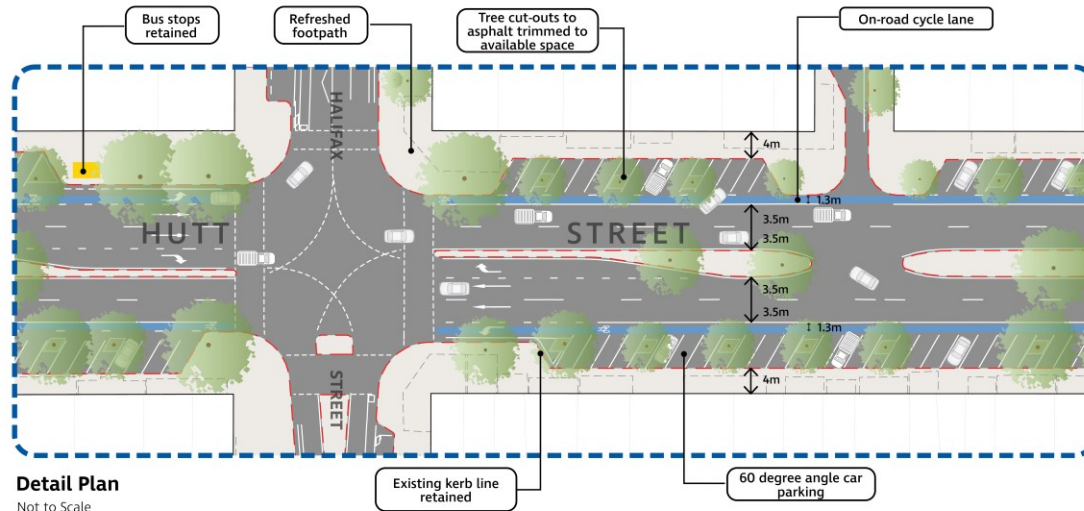
# Concept Development Options

## Option A - Hutt Street



Development Option Plan

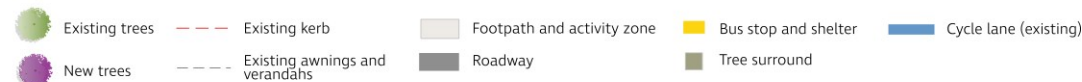
Not to Scale



Detail Plan

Not to Scale

### Legend



The features of this concept design are:

- **Retains the existing 60-degree angle parking layout**, maximising the provision of parking but not complying with the current Australian Standards.
- **Provides high parking convenience**, with many spaces located directly in front of destinations.
- **No changes to footpath width**, cycle lane, or parking approach.
- **Retains existing on-road cycle lane at 1.3m wide.**
- **Targeted footpath maintenance** of existing footpath to enhance the pedestrian experience.
- **Minimal enhancement to street tree surrounds**, due to limited space.
- **Approximately 132 on-street parking bays.**

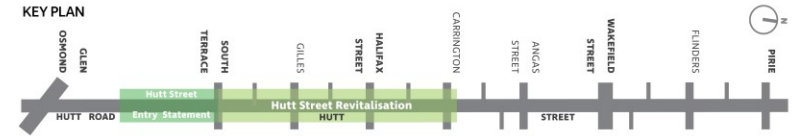
### Risks:

- **20 bays do not comply with Australian Standards**, resulting in unsafe arrangement of on-street parking bays. Current parking layout is non-compliant due to the following:
  - width of parking bays are too narrow
  - cycle lane width/layout is too narrow and without adequate separation from the angled parking
  - space behind parking bays between cycle lane is too narrow.
- **If any changes to traffic control devices are implemented, Council has a legal obligation to implement a solution that complies with Australian Standards, Australian Road Rules and Austroads Guidelines.**
- Visually **not at all different** to existing street conditions.



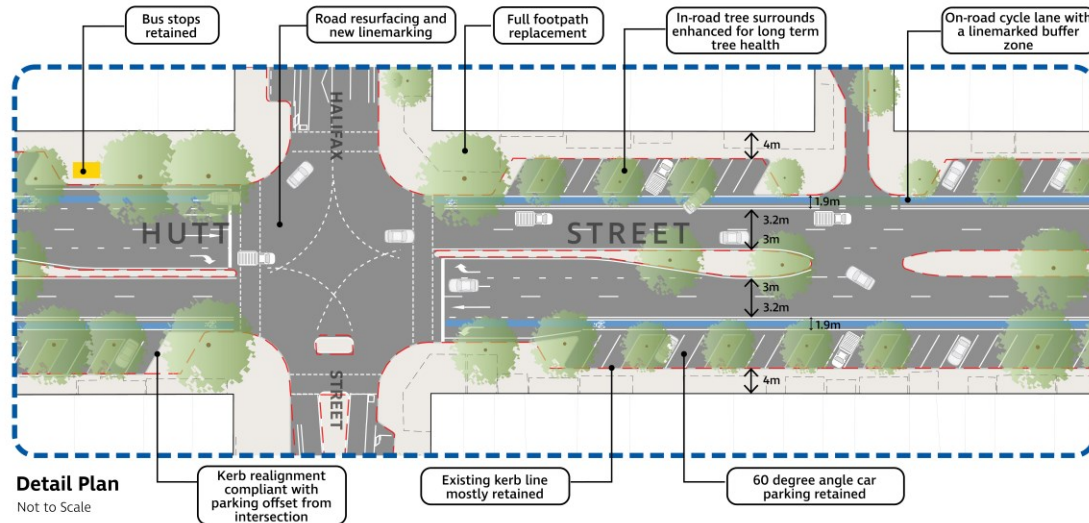
# Concept Development Options

## Option B - Hutt Street



Development Option Plan

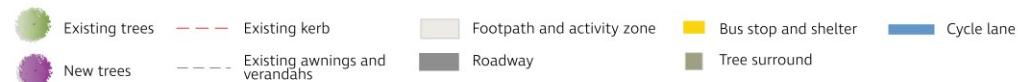
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Detail Plan

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### Legend



The features of this concept design are:

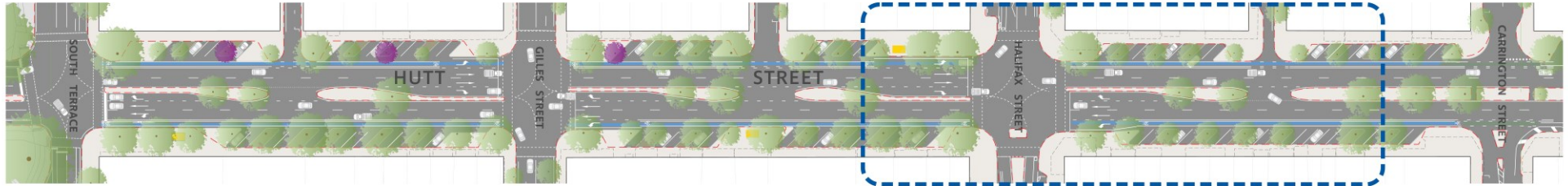
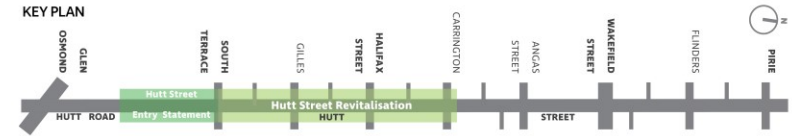
- **Maintains 60-degree angle parking** to maximise parking provision while improving parking clearances from intersections and standardising bay widths to reflect road safety guidelines.
- **Widens the on-road cycle lane to 1.9m** with added clearance and a line-marked buffer from traffic.
- **Retains most of the existing kerb alignment**, keeping some footpaths narrow.
- **Creates space for street furniture and outdoor dining**, through removing non-compliant parking bays adjacent intersections.
- **Full footpath replacement**, maintaining existing width and layout.
- **Enhances tree surrounds to support long-term tree health**, through removing non-compliant parking bays.
- **Incorporating new vegetation and greening** where suitable.
- **Retains approximately 112 on-street parking bays** due to non-compliance with Australian Standards.

### Risks:

- **On-road cycle lane behind angled parking will be slightly non-compliant between Halifax Street and Carrington Street** (which can be mitigated with a documented risk assessment as this is a short section with a speed limit of less than 60km/hr).
- **Angled parking presents a greater hazard than parallel parking**; mostly with reversing into moving traffic (noting that angled parking has been in place for 30+ years along Hutt Street without too much of a crash history)
- Visually **not very different** to existing street conditions.

# Concept Development Options

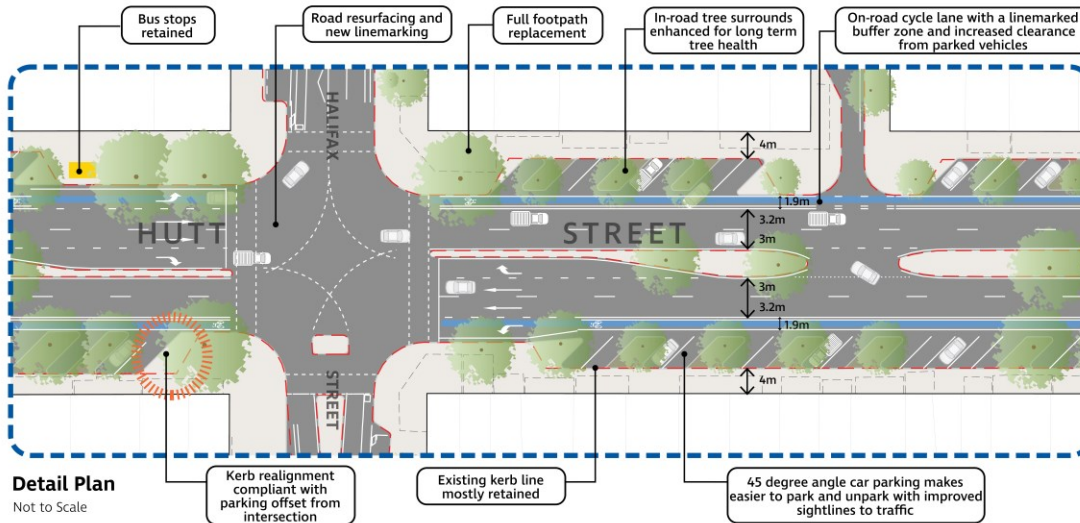
## Option C - Hutt Street



Development Option Plan

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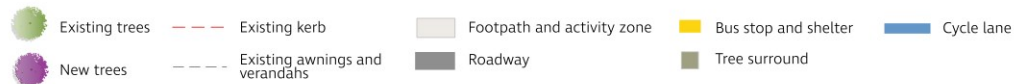
Refer to Detail Plan below



Detail Plan

Not to Scale

### Legend



The features of this concept design are:

- **Changes parking to 45 degree angle**, making it easier to access/egress than 60 degree parking whilst improving the bike lane design and standardising the bay widths to reflect appropriate standards/guidelines.
- **Improves reversing space and sightlines**, enhancing safety for motorists and cyclists.
- **Widens the on-road cycle lane to 1.9m** with added clearance and a line-marked buffer from traffic.
- **Retains most of the existing kerb alignment**, keeping some footpaths narrow.
- **Creates space for street furniture and outdoor dining**, by removing non-compliant parking bays adjacent intersections.
- **Full footpath replacement**, maintaining existing width and layout.
- **Enhances tree surrounds** to support long-term tree health, through removing non-compliant parking bays.
- **Incorporates new vegetation and greening** where suitable.
- **Retention of approximately 79 on-street parking bays (loss of 53).**

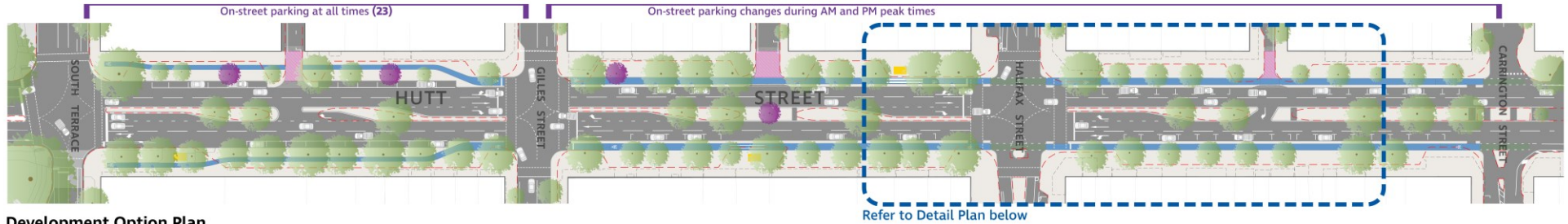
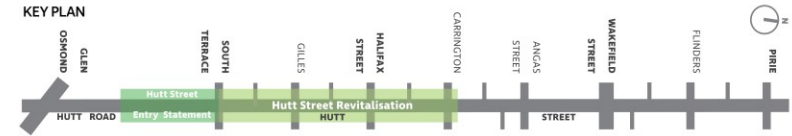
### Risks:

- **Council is required to comply with Australian Standards and Ausroads Guidelines.**
- On-road cycle lane behind angles parking is **not the safest option**.
- Visually **not very different** to existing street conditions.



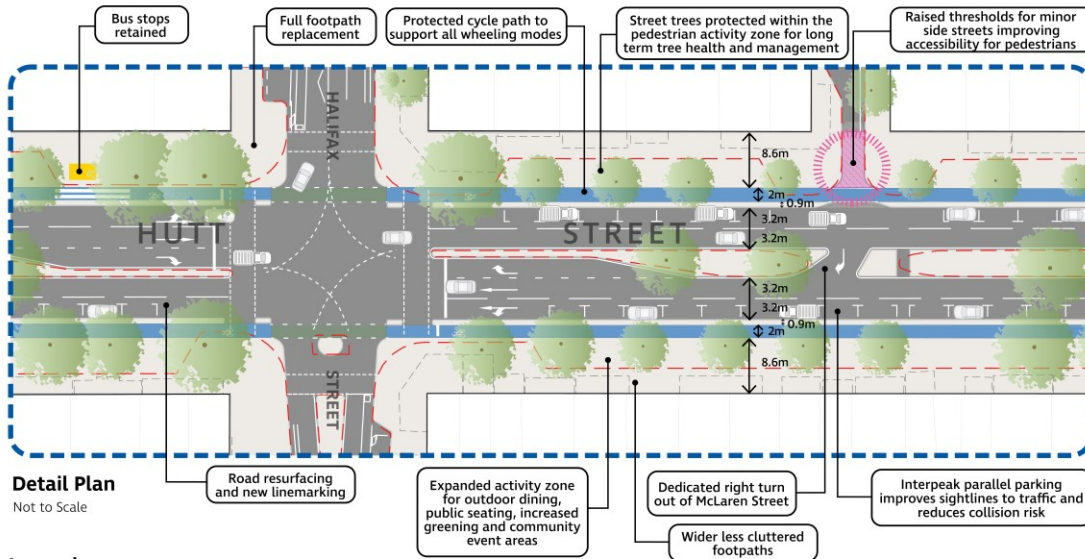
# Concept Development Options

## Option D - Hutt Street



Development Option Plan

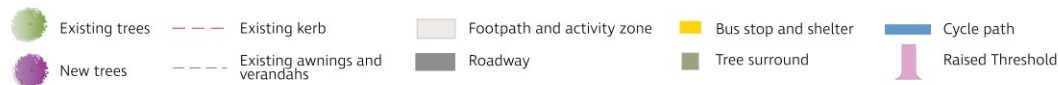
Not to Scale



Detail Plan

Not to Scale

### Legend



The features of this concept design are:

- **Changes to parallel parking** to provide greater footpath width, improved landscaping opportunities, dedicated bike only path separated from footpath and a less hazard to road users in terms of manoeuvring into and out of the carparks.
- **Off-peak parking** in the outer traffic lane between Gilles Street and Carrington Street (southbound in the AM, northbound in the PM). Parking between South Terrace and Gilles Street is maintained at all times.
- **Creates a protected 2m wide cycle path separated from traffic** to support all wheeling modes, including e-scooters.
- **Provides raised thresholds at minor side streets**, to improve pedestrian accessibility and connectivity.
- **Expands pedestrian spaces** for outdoor dining, public seating, and community gathering areas.
- **Widens and declutters footpaths**, improving accessibility.
- **Full footpath replacement**, for enhanced pedestrian experience.
- **Introduces additional greening** to reduce street temperatures and enhance environmental amenity.
- **Enhances street trees' long-term health and management** within protected footpath zone.
- **Traffic safety improvements including a dedicated turn lanes** for McLaren Street and Davaar Place.
- **Closure of the median gap** between Gilles and Halifax Streets to mitigate vehicular conflict.
- **Retains approximately 72 on-street parking bays (loss of 60).**

### Risks:

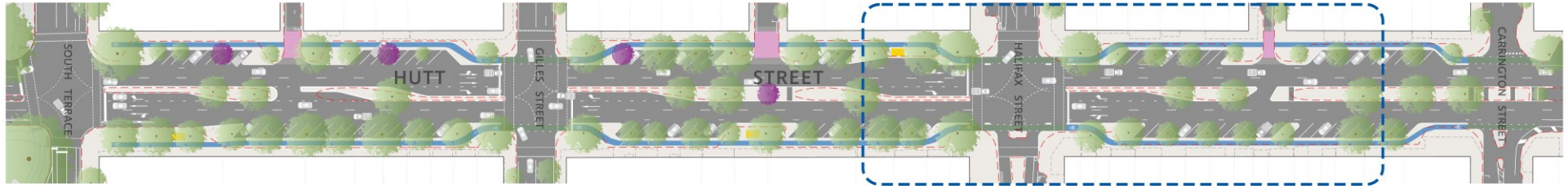
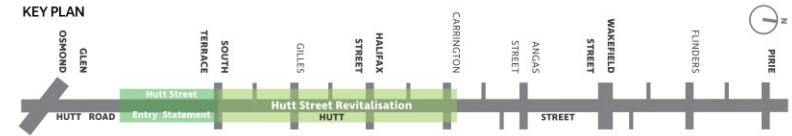
- There are **51** on-street parking bays during **7.30-9.30AM peak times**.
- There are **44** on-street parking bays during **4.00-6.00PM peak times**.
- There are **72** on-street parking bays during **off-peak times**.
- **Speeds in the street are likely to be quicker** as the reversing manoeuvres associated with parallel parking is less disruptive than angle parking

### Benefits:

- Consistent street arrangement **minimises conflict between different transport modes**.

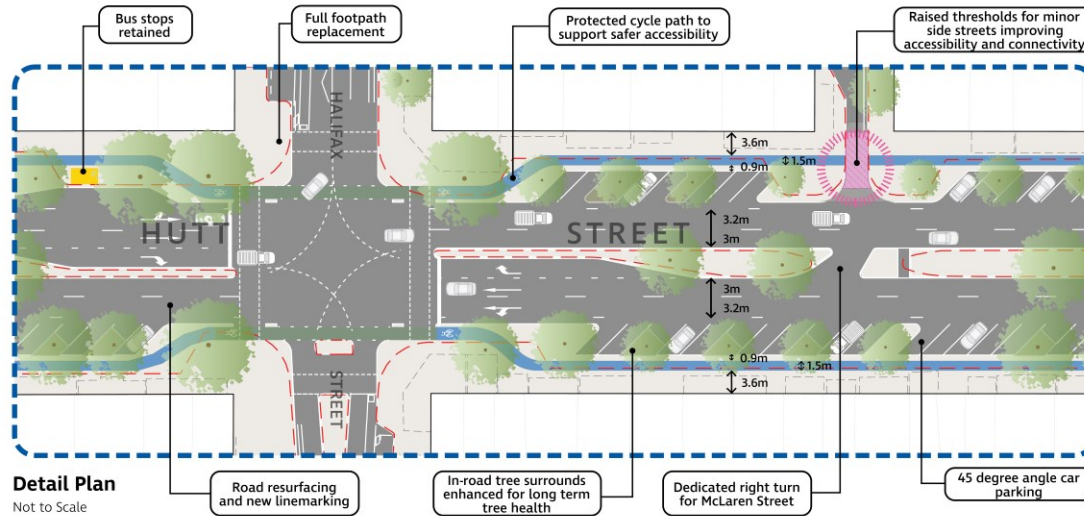
# Concept Development Options

## Option E - Hutt Street



Development Option Plan

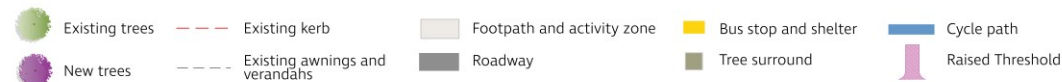
Not to Scale



Detail Plan

Not to Scale

### Legend



The features of this concept option design are:

- **Changes parking to 45-degree angle**, providing easier reversing manoeuvres into the adjacent lane without bicycle conflict.
- **Creates a protected 1.5m wide cycle path separated from traffic** to support all wheeling modes, including e-scooters.
- **Widens the footpath**, south of Halifax Street where space is limited.
- **Provides raised thresholds at minor side streets**, to improve pedestrian accessibility and connectivity.
- **Full footpath replacement**, moving the kerb further into the road.
- **Improved tree surrounds** to support long-term tree health.
- **Traffic safety improvements including a dedicated right-turn slip lane** for McLaren Street and Davaar Place.
- **Closure of the median gap** between Gilles and Halifax Streets to mitigate vehicular conflict.
- **Retains approximately 76 on-street parking bays (loss of 56).**

### Risks:

- 1.8m required footpath width for pedestrians (minimum for predicted pedestrian volumes) leaves 1.8m for Outdoor Dining - **impact to existing outdoor dining permit areas.**
- Inconsistent arrangement of cycle path makes it difficult to predict where bikes will be and **may lead to increase in conflict between pedestrians and cyclists.**
- Cycle path has significant deviation, which **may result in cyclists staying on road rather than using the off-road bike path** (particularly commuter or more confident cyclists which provides limited provision for on-road cyclists).
- Cycle path would be located very close to angled parking and those exiting angled carparks will **increase the conflict between cyclists and those carpark users.**



### Governance:

A report will be provided to the Infrastructure and Public Works Committee on 18 November 2025 seeking endorsement on a preferred option to be recommended to Council to proceed to detailed design.

### Project Delivery Timeline

Following the approval of an option for Hutt Street by Council, the timing for delivery is expected to be as follows:

Activity	Timing
Detailed Design	10 -12 months
Procurement (Construction Delivery)	3 - 4 months (overlap with end of design phase)
Construction Delivery	18 months

# Hutt Street Revitalisation

## Project Budget Overview – Grant Funding



### GRANT FUNDING: \$7.32M

In November 2024, Council was successful in attracting \$7.32m of grant funding for Hutt Street via the Federal Government's Thriving Suburbs program.

#### Funding criteria and submission

- Eligible projects must: Construct new community infrastructure or expand or upgrade existing infrastructure for wider community benefit<sup>1</sup>.
- All (successful grant) activities must be strategically aligned to local place-based priorities and benefit a broad section of the community<sup>2</sup>.
- The successful funding submission was based on the Concept Plan for Hutt Street (Option D layout), which featured a protected cycleway, wider footpaths, access improvements and increased greening. Delivery of any option that does not deliver these key elements may put the grant funding at risk.

#### Funding update

- Originally, the grant funding was planned to offset Council's New and Upgrade budget of \$12.5m. Current estimates suggest the grant funding is required to top up the budget allocation.
- An extension has been requested for the timing of the grant funding and discussions will be progressed with the Federal Government should the scope of the project change.

(1 & 2) Australian Government, Thriving Suburbs Program – Program Guidelines, 5.1 Eligible funding activities. <https://www.infrastructure.gov.au>

# Hutt Street Revitalisation

## Key Question



### KEY QUESTION

We are seeking Council Members' views on the information and options presented to guide the Administration in finalising a design for the Hutt Street Main Street Revitalisation Project?